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ollows a dog-bite. And I believe that the rejection of the specific theory will do more to banish hydrophobia from the world than any thing which we have ever heard of.

"The word 'hydrophobia' should be used only to describe a condition, and not a disease, as we use the word 'convulsions;' and it should be remembered that this condition may be present in a great number of diseases, as I tried to show you when you last met in this city, in 1884.

"I firmly and honestly believe, that, if this view of what is called hydrophobia were generally accepted, the disorder would shrink and disappear, as the geni is said, in the tales of the 'Arabian Nights,' to have shrunk and disappeared when the right word was spoken; and I call your attention to the fact that hydrophobia is now almost unknown in our own State of Pennsylvania. Not a single case has occurred in our State since we last met, and I cannot but attribute this fact partly to the extent to which your judgment confirms the opinions to which my studies of hydrophobia have led me.

"I do not despair of seeing the belief in hydrophobia follow the belief in witchcraft, which once had the support of Church and State, of the medical profession and the laity, but which now, thank God! torments our fellow-men no more. So long, at least, as Pennsylvania presents the spectacle of freedom from the thralldom of ancient superstitions in regard to hydrophobia, and freedom from its curse, I cannot but think that the former has some causal connection with the latter."

INEBRIATE ASYLUMS.—Dr. T. D. Crothers of Hartford, Conn., in an address on "Inebriate Asylums and their Work," delivered at Toronto, Can., draws the following conclusions as being supported by the latest teachings of science and experience: 1. Inebriate hospitals must take the place of jails and station-houses. Such places are dangerous in their mental and physical surroundings, by intensifying the degeneration, and removing the patient beyond hope of recovery. They are in many cases literal training-stations for mustering in armies of chronic maniacs that never desert or leave the ranks until crushed out forever. 2. Inebriate hospitals should receive the incurable inebriates, and make them self-supporting, and build them up physically and mentally. They would relieve the tax-payer, and relieve society of untold burdens of sorrow and misery. 3. Inebriate hospitals should receive the recent cases, and place them in the highest conditions of enforced health and vigor, and thus return a large number to health and sobriety again. 4. Inebriate hospitals can and should be self-supporting when once established. They should be managed on scientific business principles, like military training-schools. 5. Inebriate hospitals should be built from the money raised by taxes on the sale of spirits, on the principle that every business should be obliged to provide for the accidents which grow out of it. 6. These are the realities which every inebriate hospital is approaching, and which all experience points out as practical and literal in the near future. 7. The inebriate hospitals of to-day are only in the infancy of their work, contending with great opposition and prejudice, misunderstood, condemned, and working against innumerable obstacles. 8. The work of the present inebriate hospitals, notwithstanding all the difficulties and imperfections, has the grandest promise for the future, and encouragement for further effort in this field, along the line of scientific research. 9. Lastly, there is an intense personality in inebriate hospitals to each one of us. They may bring salvation and restoration to some one near and dear. They may be fountains of healing whose influence shall cross and influence our pathway in many ways. 10. Inebriate hospitals and their work is the great new land which only a few settlers have reached. They are calling to us to come up and occupy, and thus help the race on in the great march from the lower to the higher.

#### THE NATIONAL ELECTRIC LIGHT ASSOCIATION.

THROUGH the efforts of Mr. George F. Porter, of the transportation committee, one and one-third rates were obtained some time ago for all delegates travelling to the coming convention in Chicago, in the territory of the Trunk Line Association. It gives us pleasure to now announce that the same active worker has secured the same

rates from the Central Traffic Association, whose territory covers all that portion of the United States lying west of Pittsburgh (Penn.), Buffalo (N.Y.), and Bellaire (O.), and north of the Ohio River and east of Chicago (Ill.). The method of obtaining the return ticket from the Chicago Convention (Feb. 19, 20, and 21) is extremely simple.

First, Each person must purchase (not more than three days prior to the date of the meeting nor later than three days after the commencement of the meeting) a first-class ticket (either unlimited or limited) to the place of meeting, for which he will pay the regular tariff fare, and upon request the ticket-agent will issue to him a certificate of such purchase properly filled up and signed by said ticket-agent. Second, If through tickets cannot be procured at the starting-point, the person will purchase to the nearest point where such through tickets can be obtained, and there repurchase through to place of meeting, requesting a certificate properly filled out by the agent at the point where repurchase is made. Third, Tickets for the return journey will be sold by the ticket-agents at the place of meeting at one-third the highest limited fare, only to those holding certificates signed by the ticket-agent at point where through ticket to the place of meeting was purchased, and countersigned by the secretary or clerk of the convention, certifying that the holder has been in attendance upon the convention. Fourth, It is absolutely necessary that a certificate be procured, as it indicates that full fare has been paid for the going journey, and that the person is therefore entitled to the excursion fare returning. It will also determine the route *via* which the ticket for return journey should be sold; and *without it no reduction will be made*, as the rule of the association is that "no refund of fare will be made on any account whatever, because of the failure of the parties to obtain certificates." Fifth, Tickets for return journey will be furnished only on certificates procured not more than *three days* before the meeting assembles, nor later than three days after the commencement of the meeting, and will be available for continuous passage only; no stop-over privileges being allowed on tickets sold at less than full fares. Certificates will not be honored unless presented within *three days* after the date of the adjournment of the convention. Sixth, Ticket-agents will be instructed that excursion fares will not be available unless the holders of certificates are properly identified, as above described, by the secretary, on the certificate, which identification includes the statement that one hundred or more persons, who have purchased full-fare tickets for the going passage, and hold properly receipted certificates, have been in attendance at the meeting. The certificates are not transferable, and the signature affixed at the starting-point, compared with the signature to the receipt, will enable the ticket-agent to detect any attempted transfer. This convention will undoubtedly be the largest and most interesting which has ever been held, and will be accompanied by an exhibition of electric light and power apparatus and supplies, which will be in a large hall devoted entirely to this purpose.

Electric light and power men who are not now members of the association would do well to join at once, which they can do by addressing the secretary, Allan V. Garratt, at 16 East 23d Street New York City.

So large a number of the representative manufacturers and dealers in the electric light and power apparatus and supplies have expressed a wish that facilities be afforded them to make a very large exhibit at the coming convention of the National Electric Light Association in Chicago, in February, that the executive committee has decided to secure a large hall, where ample room for each exhibitor may be had. Before the committee can proceed further with the matter, it will be necessary to know how many exhibitors there will be, how many square feet of floor space each will want, how many horse-power in steam, how many horse-power from shafting, and how much current and at what electro-motive force. For the purpose of the committee at present, it will only be necessary to have an approximate idea of what is wanted: therefore any intending exhibitors should apply at once to Mr. B. E. Sunny, chairman executive committee, 148 Michigan Avenue, Chicago, Ill.

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